



Maine State Representative (District 62-Bath) Jennifer De Chant watches as the Maine State Flag she hoists during the *Wyoming* ceremony rises on the driver mast.

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## 'Mast-nificant' Day Heralds Huge Change in Percy and Small Shipyard

June 1 brought more than 1,300 guests to Maine Maritime Museum for the schooner *Wyoming* evocation dedication and flag-raising. Even an unusually hot, August-like day couldn't suppress the excitement in the air.

Although many longtime Museum members and supporters who had anticipated this moment for years were in the audience, all attendees seemed to relish each and every part of the ceremony. They listened attentively as Amy Lent, the Museum's executive director, spoke of the vision of MMM Trustee George Twombly, for whom the sculpture was dedicated, and the generosity of his widow Mit and her family, who made the final substantial contribution needed to fund the mast project.

Each point outlining why a massive sculpture, representative of a time in Maine's past, is important and significant to the present and future of the state drew understanding nods. Senior Curator Nathan Lipfert's presentation of why – from among the thousands of ships built in Maine – *Wyoming* was chosen to represent the state's maritime heritage drew rousing applause.

The crowd also applauded enthusiastically as each of the six groups of designated flag raisers was identified, and hearty cheers rang out as a saluting-cannon was fired as each flag reached the apex of its 120-foot high mast. The largest and loudest cannon was saved appropriately for the moment when the final banner, the Museum burgee, reached the top of mast six, the spanker mast, putting a noisy climax to what had been years of anticipation and months of preparation.

"Beforehand, everyone thought the masts would be a great addition to the evocation, but the results greatly exceed even our most lofty expectations," says Amy.

"Since 2006, visitors have had to mentally fill in the space



between the bow and stern structures to develop a sense of just how large the *Wyoming* was. Now the masts bridge that space and add height to the sculpture. *Wyoming*'s size is now

*Continued on page 7*

### CURRENT EXHIBITS

#### *That Flaunting Rag: Maine's Maritime War Against the Confederacy*

On view through December 1, 2013



Sponsored by:



Shedding light on the little known war against Confederate sea raiders, played out in an era of clicking telegraphs as a maritime chess game of espionage, long distance sleuthing and diplomatic double-entendres.

*Part of the Maine Civil War Trail on view in 23 museums and historic sites across the state.*

#### *Beyond the Breakers: Lighthouses, Life-Saving and the U.S. Coast Guard*

On view to October 14, 2013



Revenue Cutter Service, U.S. Lighthouse Service and U.S. Life-Saving Service.

An exhibit dedicated to the service of the United States Coast Guard in Maine, and how it evolved from historical predecessor agencies, U.S.



Sponsored by: **GENERAL DYNAMICS**  
Bath Iron Works



Dale S. Hanson Foundation Fund



## Rhumb Line

A line on the earth's surface which intersects all meridians and parallels of latitude at the same angle. A line of constant course is a rhumb line.

## Mission Statement

Maine Maritime Museum celebrates Maine's maritime heritage and culture in order to educate the community and a world-wide audience about the important role of Maine in regional and global maritime activities. The Museum accomplishes its stewardship through: discriminate collection, preservation and dissemination of historic materials and information, engaging educational programs, relevant and compelling exhibitions, and a unique historic shipyard, all connecting the past to contemporary and future issues.

## Vision Statement

Maine Maritime Museum offers unique experiences through unsurpassed collections, well-maintained historic buildings, compelling exhibits, and outstanding educational programming and services. The institution is financially sound and forward focused; new technologies and viewpoints are embraced in a timely manner. Visitors, members, volunteers, and staff are enriched by their involvement with the Museum; the Museum's vitality infuses the regional and national cultures and economies. The Museum is a world-class museum attracting a global audience to Maine's rich maritime heritage and culture.

## Seeing is believing... and Inspiring!

The human mind has difficulty comprehending size and scale beyond what we encounter in daily life. Whether it's the microscopically small or monumen-tally large, if we can't actually see it, we have a hard time imagining the actual size of it. The schooner *Wyoming*, the largest wooden sailing vessel ever built in the United States was one of those "too big to imagine" objects. At 444 feet long with lower masts of 123 feet high – the ship was longer than a football field and even the lower masts were much taller than most church steeples... even taller than the Statue of Liberty if she stepped off her pedestal.

It wasn't that long ago when ships almost as big as *Wyoming* were built in shipyards in Bath and in coastal communities all over Maine. There were many fewer trees then so the masts were visible for miles and defined much of the coastal landscape. Maine Maritime Museum preserves the only shipyard left in the United States where these large wooden ships were constructed, and this shipbuilding heritage is one of the most important maritime stories we preserve. Yet, with all the photography and ship models and paintings and dioramas in the collection it was still impossible for most visitors to really grasp the magnitude of the shipbuilding that happened on this site and along Maine's coast. That's why the sculptural evocation of *Wyoming* is so significant – raising the masts on the *Wyoming* sculpture has helped us understand and truly comprehend what it was like here in Maine during the heyday of shipbuilding.



It is said that in those days you could travel to any port in the world and find Bath-built ships in the harbor. These ships enabled our young nation to engage in commerce on a global scale and supported a growing United States economy that relied on the export of vast natural resources and agricultural products from coal to cotton. So not only does the sculptural evocation of *Wyoming* help us comprehend the size of the ship, she also reminds us of the magnitude of the trade in which ships like her were

engaged. *Wyoming* hauled coal and her hold could carry 6,000 long tons of it. She made 83 trips fully loaded so that means this one ship transported about a half million tons of coal during her 15 years of service. Multiply that by the hundreds and hundreds of other ships doing the same and pretty soon we're back to the problem of scale: simply too large to imagine!

I encourage you to visit and be amazed by the scale and scope of Maine shipbuilding history. Sign up for a BIW tour or a Great Ships and Lighthouses cruise and you'll be amazed by the scale and scope of modern Maine shipbuilding, too!

Amy Lent  
Executive Director

## New Faces at MMM

The following individuals have joined Maine Maritime Museum over the past several months. They bring an array of talents and skills to their positions and we are pleased that they are on our team.



**Barry Craig** is the new Director of Facilities responsible for the maintenance of Museum buildings and grounds, building systems and safety.



**Rebecca Roche** is the new Development Assistant. She works part time at MMM and also at Pejepscot Museum in Brunswick.



**Teresa Gandler** is the new Special Events Representative working with individuals and groups using Long Reach Hall.



**Jon Roy** is spending the summer working as a Curatorial Intern. John is a history major at University of Maine at Farmington.

## Three new Trustees named to Museum Board

The Board of Trustees approved the nomination of three new members to the board for three years terms effective July 1.

**Paul Anderson** is a retired business executive whose career has been focused principally in the energy sector. He served as CEO of BHP Biliton, Duke Energy and PanEnergy. He currently serves as a non-executive director of BP PLC and BAE Systems PLC, both headquartered in London. Prior to entering the energy sector in 1977, Paul was with Ford Motor Company for eight years including five years as a Planning Manager.

A Richland, Washington native, Paul earned a B.S. degree in Mechanical Engineering from the University of Washington and an MBA from Stanford University.

He served as Global Counselor for The Conference Board in New York, VP and Director of the Business Council of Australia and was a member of the U.S. President's Council of Advisors on Science and Technology. Locally Paul serves on the board of the Lions Club and Pemaquid Watershed Association, and is a past board member of the Chocolate Church and Friends of Colonial Pemaquid.

Paul has been a MMM member since 2003 and a Compass Circle member since 2006. He and his wife Kathy live in Pemaquid. They have two adult daughters.

**James L. Joslin** is a founding principal and Chairman and CEO of TFC Financial Management, an independent wealth management firm based in Boston. His 40 plus years of experience in private wealth management include portfolio management and marketing positions at Wellington Management and Jennison Associates, both firms in the tax-qualified money management business. A member of the CFA Institute and past member of the BNA Tax Management Advisory Board, Jim has been a frequent speaker and seminar leader at investment conferences.

The New York City native earned his A.B. degree from Harvard College. Assigned to VP-21 out of Brunswick NAS, he served as a Naval Intelligence Officer in the U.S. and Europe. In addition to his participation on a number of alumni boards, Jim was elected Chief Marshall of Harvard's 1972 Commencement, and has served as Chairman of his class since graduation.

Jim was a vice president and a member of the Board of Governors of the Handel & Haydn Society, as well as direc-



The three new MMM Trustees are (l. to r.) Paul Anderson, Lincoln Paine and Jim Joslin.

tor and treasurer of the Harvard Musical Association and a member of the Glimmerglass Opera National Council.

Jim and his wife, Sally, live in Wellesley Hills, Mass., and have a summer home in West Bath. They have two children, Charlotte and Scott, and seven grandchildren.

Jim has been a Compass Circle member for many years.

**Lincoln Paine** is a historian, an author and editor, whose latest work, *The Sea & Civilization: A Maritime History of the World*, is due in book stores in October. His previous works include *Down East: A Maritime History of Maine and Ships of the World: An Historical Encyclopedia*. He has worked as a guest curator and archivist at the Osher Map Library and Smith Center for Cartographic Education, and as an instructor in the Center for Continuing Education, both at the University of Southern Maine in Portland. He was editor of *Sea History* magazine, published by the National Maritime Historical Society, and his articles and reviews have appeared in a number of journals and maritime trade publications.

The New Orleans native earned his BA degree in Latin from Columbia College in New York and he is a doctoral candidate at Leiden University, Leiden, The Netherlands. He was an editor in New York before moving to the U.S. mainland to settle in Portland, where he runs ePromBooks, an editorial service company.

He is a Trustee of the Telling Room in Portland, and has served on the boards of the Portland Stage Company, OpSail Maine 2000, and the American Sail Training Association.

Lincoln and his wife, Allison, live in Portland. They have two daughters.

## Other changes on the Board of Trustees

Peter Gerquest and Jeff Peters left the board following the June meeting at the end of their current three-year terms. Both Peter and Jeff joined the board in June 2004 and each served three consecutive terms. Their support and wise council over the past nine years have been instrumental in many of the Board successes. Their presence at board meetings will be missed, but we look forward to their continued involvement at Museum activities and events.

Tom Wood, a Trustee since 2009, resigned in mid-June for health reasons. We wish Tom well and are grateful for all his involvement.

Two other members, Linda Greenlaw and Scott Upham, resigned due to professional commitments. Scott joined the Board in June 2009 and was in his second term as a Trustee. Linda began her Board tenure in June 2011.

The final Board loss was a tragic one as Tom Bowler passed away unexpectedly in March. Tom was in his first term as a Trustee having joined the Board in June 2011. From day one, he was an energetic and resourceful member, and his positive outgoing personality and friendship are sorely missed by all.

## MMM Board of Trustees 2013-2014

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Amy Lent

## So Far, So Near: the South Stack Light

by Chris Hall, Curator of Exhibits

*The lighthouse there is on a splinter of earth's old ribs sticking up from the deep. The cliffs behind it are those one sees in dreams. There is a wall there to keep people, when they go and come, from being blown into the sea."*

— Robert P.T. Coffin, from the forward to *Lighthouses of the Maine Coast*, Robert T. Sterling, 1935

### Humorous nautical photos sought for upcoming exhibit

Who hasn't taken a photo of a humorous or downright funny sign, display or situation? If one of those you have has a nautical theme, then here's your chance to contribute to MMM's next exhibit *Going Coastal: Humor, Parody and Amusement of a Maritime Nature*. Exhibits Curator Chris Hall enjoys surprising exhibit-goers with unexpected images and items, and seeks your help in doing just that. Send your images or contact Chris for more information at [hall@maritimeme.org](mailto:hall@maritimeme.org). Then come to the exhibit, which opens Oct. 25 and remains on view until June 1, 2014, to watch whether your input makes people smile or outright laugh, both of which are permissible in the galleries.



The South Stack Light at Holyhead, from *The Ports, Harbours, Watering-places, and Picturesque Scenery of Great Britain: Illustrated by Views Taken on the Spot*, Vol. II, William Finden, 1840

Lobsters, lighthouses, and that other double-'L' fixture of the Maine coast are on the minds of many visitors through our doors. Lighthouses, in particular, flash in most folks' psyches, possibly to the point of irritation, but there they are. Hard to ignore a lighthouse; in fact, you do so at your peril in many of the circles our people run in. The allure of the high ground, whether iconic or actual, that these beacons occupy is long standing; in over a hundred ship portraits in the MMM collection, 75 percent depict a lighthouse in the background, invariably seen from a distance. Which is how the sailor prefers a lighthouse – not too close.

One of the most recognized lighthouses to Yankee mariners was not on our shores at all, but on a wild, distant headland on the northernmost tip of Wales. Known as the

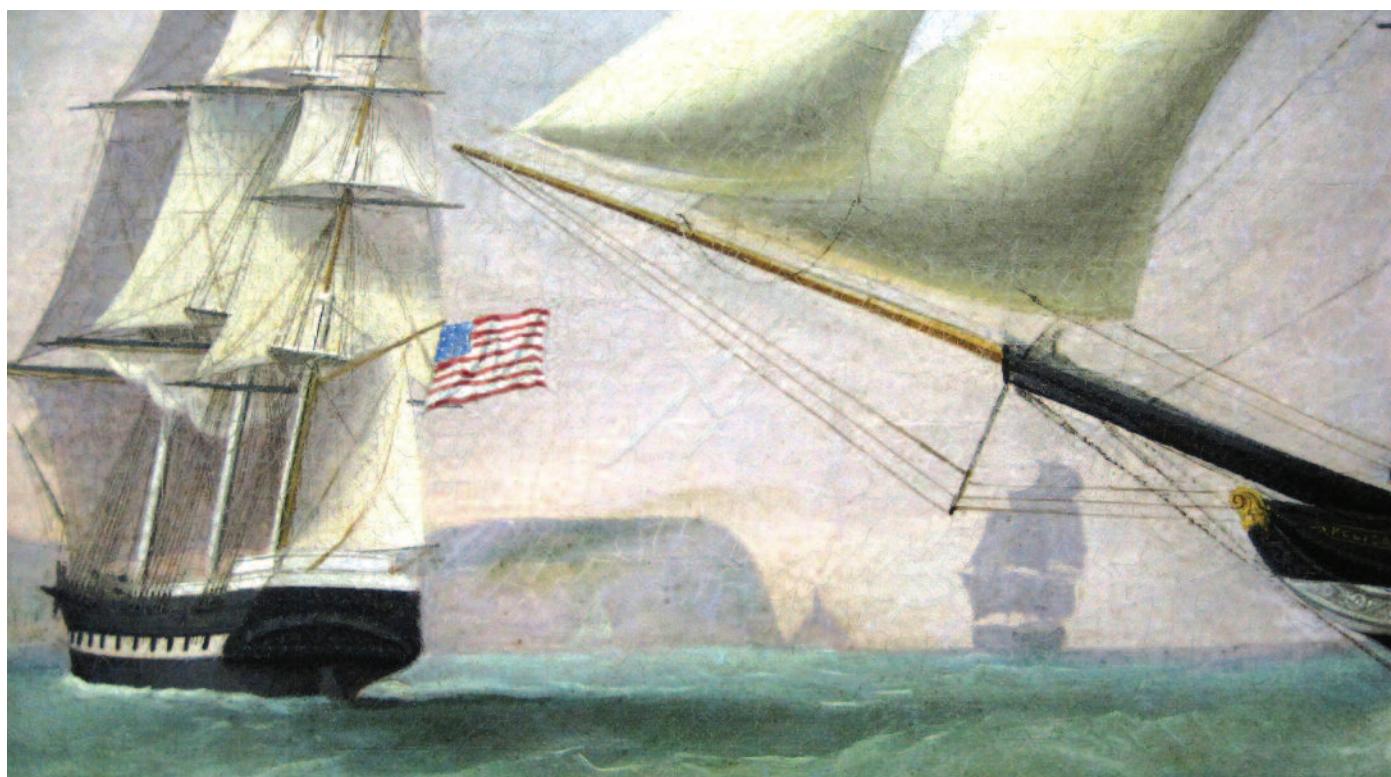


South Stack Light, out on the end of Anglesey at Holyhead, it was built in 1809; the spectacular suspension bridge access is still in use. This remote bastion features in at least five MMM ship portraits.

If your ship is heading to Liverpool from Maine, you must weather the South Stack Light to gain the Irish Sea and the final 70 sea miles into that great port. To have this beacon slipping by to starboard meant a safe landfall, a dangerous coast cleared, a voyage nearly over, and the job done successfully. Herein lies the power of this lighthouse – all lighthouses, to some degree – to be simultaneously a technological aid to navigation and also a symbol of salvation, relief, and triumph over the elements.

The dramatic setting of the South Stack Light sold many a painting to ship-masters waiting out their Liverpool import days. Here are three views of the light as detailed from three of our ship portraits.





A distant but distinctive silhouette seen below the headland, from Frances Hustwick's 1852 portrait of the ship *Pelican State*, showing the popular convention of three views of the same ship.

*Gift of Loyall F. Sewall & Camilla Sewall Wood*



Closer in, with a faint glimpse of the suspension bridge, and the sun setting in the west by the sidewheel steamer's bow, from the portrait of the ship *Olive S. Southard* by C. Waldron.

*Gift of Robert Fairburn*



Looking easterly toward Liverpool, with the Anglesey headlands rising behind, from a portrait of the Houghton ship *Arcadia*, artist unknown.

*Gift of Amory Houghton*

## A Fabulous New Painting of a Famous Ship

by Nathan R. Lipfert, Senior Curator



Our new painting of the ship *Rappahannock*, built in Bath, largest ship yet built in the U.S. when launched in 1841. Painted in Liverpool, England in April 1859 by William G. York.

In March, I learned that a Boston auction house was offering an oil painting of the ship *Rappahannock* by William G. York of Liverpool. The painting was to be sold with two other items – an oil portrait of Captain William Drummond, *Rappahannock*'s first captain, and a later document regarding the ship. This information was brought to the Museum Collections Committee who agreed that the Museum should attempt to obtain the items.

Trustee Emeritus Charles E. Burden and I were able to raise enough in pledges, eight in all, to make what was believed to be a decent bid. On Saturday, April 13, our telephoned bids proved successful. Once the pledges were received, a very happy Trustee Emeritus Burden traveled to Boston to pick up the paintings. The purchase was made possible by Linda Bean, the Presumpscot Foundation, Craig & Ann Williams, Arthur Williams, Anne Williams, Richard Henry Lee, Elizabeth Lee, Katy Lee St. John, and the Museum's Burden Fund.

People who have read W. H. Bunting's book *Live Yankees: The Sewalls and their Ships*, published by the Museum, might ask, "Wasn't the *Rappahannock* the first of the Sewalls' big four, built in 1890 and one of the largest wooden ships ever built?" They would be correct. But, that ship was actually the second of that name built by the Sewalls. The first was constructed in 1841, and it is this first Sewall ship named *Rappahannock* that the painting depicts.

*Rappahannock* is the evocative name of a Virginia river, flowing into Chesapeake Bay. At the time of her construction, the first *Rappahannock* was the largest vessel ever built in the U.S., measuring 1,133 tons, length 179'6", breadth 37', depth of hold 18'6", draft 19 feet. Not very large by later standards, but extremely impressive at the time. The other ten vessels built in Bath that year averaged 257 tons.

So massive was she that there has been a persistent rumor that President William Henry Harrison visited Bath during her construction to marvel at her huge hull. Since President Harrison was only in office for 32 days, and much of that time he was dying of pneumonia, the story has its doubters, including this writer.

The ship was built at the Clark & Sewall yard in Bath by master builder Stephen Larrabee. The designer is believed to have been Amos L. Allen, who later formed a shipbuilding partnership with Larrabee.

The Museum already had a small black-and-white photograph of a painting of the first *Rappahannock*, but it was of little help in understanding what the ship looked like. It does show the hull painted with fake gun ports, common at the time, and that the ship was rigged with

single topsails, again normal for the 1840s.

A newspaper article about the ship's launching mentions that the ship's figurehead was "a noble bust of an Indian," carved by Freeman H. Morse. The black-and-white photo already in the collection shows the figurehead as a full human figure, not just a bust, and the newly acquired painting confirms the feature. Both photo and painting show a skysail only on the main, and a section of open railing between the foremast and mainmast.

The new painting, completed in April 1859, shows so much more: the hatches, decks houses, bulwarks and even lower mast bottoms are painted a rich green, often seen on vessels of the period; the hull is solid black; there is a tiny raised deck area at the stern, probably to house the steering gear; the mizzen mast still carries a single topsail, but the foremast and mainmast now have double topsails, which became popular in the 1850s.

The vessel was designed big for the cotton trade. She was owned by Freeman Clark, William D. Sewall and William Drummond of Bath; Thomas M. Reed of Phippsburg; and Roswell Sprague and John A. Robinson of New York City. Sprague & Robinson were the managing owners. They tried to keep the ship carrying cotton from New Orleans to Europe, returning, generally from Liverpool, with immigrants and other freight back to New York, and then sailing south for more cotton. Her first cargo of cotton out of New Orleans was reported to be the largest ever, 3,856 bales.



Photograph of an earlier painting of *Rappahannock*, present whereabouts unknown. From her foremast she is flying a blue swallowtail flag with a crescent moon, the house flag of Sprague, Robinson Co., her managing owners. From the main is the blue burgee with the R for *Rappahannock*, and from the mizzen flies her identification hoist in Marryat's Code – 2nd distinguishing pennant 3568.



Captain William Drummond, *Rappahannock*'s first commander and master until 1847. William Cushing, who had been the mate on at least the first trip, became the captain by 1848 and stayed with the ship until it was sold in October 1859. No signature is visible, but the captain's evident age in the painting would date it to the 1840s.

The legs to and from New York were often done by chartering the ship to a packet line that sailed on a schedule. Cargos and immigrants came to the ship through agents and brokers. Such a large ship could carry many passengers between her main and lower decks – in steerage, as it was called. In some of her trips *Rappahannock* carried

600 passengers in steerage, plus a few cabin passengers. Her poop deck ran all the way forward to her mainmast, so there was room beneath for 20 cabin passengers. Although her cabins were described as being very nice, by the 1850s most people who could afford cabins preferred to travel on steamers, so *Rappahannock* sailed with only a very few cabin passengers.

An 1884 government report on the shipbuilding speaks knowledgeably about *Rappahannock*, saying that freight rates to Liverpool dropped when it was reported in New Orleans that the ship was coming up the Mississippi to load cotton. Although the report also says that her timbers and fastenings were light by later standards, the ship sailed for 21 successful years.

A few months after the 1859 painting was made, she was sold in Liverpool for £3,600. *Rappahannock* is believed to have been lost at sea in 1862.

In the painting, off the ship's starboard bow is the Skerries Lighthouse, with Anglesey in northwestern Wales in the background. Ships sailed past here when making their approach to Liverpool from the south, and Liverpool artists often depicted them here.

Not a great deal is known about the history of the painting. William Cushing of Phippsburg was in command of *Rappahannock* when the painting was made, and it may have come down through his family. Because it was found with a painting of Capt. Drummond, it might have been owned by the Drummond family. The person who consigned it to the auction says that the two paintings and the document were collected from one house in Maine, perhaps in Castine, by his father, Francis W. Hagerty, of Cohasset, Mass. Because the document accompanying the paintings is from the 20th century, it is possible that the two paintings were united long after they were made.

## NMHS named 2013 Mariners Award recipient

The National Maritime Historical Society has been selected by Maine Maritime Museum to receive the 2013 Mariners Award in recognition of its leadership role in raising awareness of our nation's maritime heritage and the role seafaring has played in shaping civilization.

The award will be presented to the society's Chairman Ronald L. Oswald in a ceremony at the Museum in August. Sponsors of the 2013 Mariners Award includes General Dynamics Bath Iron Works.

"It is fitting that Maine Maritime Museum honor the National Maritime Historical Society with the Mariners Award during the Society's 50th year," says Amy Lent, NMHS executive director. "Through the Society's efforts over the past half-century the public's knowledge and appreciation of the preeminent role that maritime issues and activities have played in our nation's development, defense and culture has been greatly expanded."

Originally founded in 1963 as an effort to rescue and preserve the Arthur Sewall & Co. Shipyard Bath-built bark *Kaiulani*, the Society evolved into a not-for-profit membership organization that seeks to educate Americans about

our nation's extraordinary maritime accomplishments and their continuing relevance for our nation's prosperity and cultural vitality.

"Our two organizations have been on almost parallel courses for the past 50 years," says Amy. "Founded less than a year apart, we both evolved from an original single purpose to become leaders in educating the public about not just the maritime heritage of our state and our nation, but to enlighten the American public about the continuing importance of maritime industries and activities today and into the future."

The Society's initiatives encompass publications, educational programs, sail training, and preservation of historic ships. The Society communicates with its members through its quarterly publication, *Sea History*, which, with its 45,000 readers, is recognized as the pre-eminent journal of advocacy and education in the field. Its website, [www.seahistory.org](http://www.seahistory.org), provides information about U.S. maritime heritage and well as about today's maritime activities, including a calendar of maritime-related events such as conferences, exhibits and ship news.

## Wyoming masts

*Continued from page 1*

obvious to everyone."

Amy also points out that an unanticipated effect of the raising of the masts may have the greatest impact on those who visit the Museum.

"Because the six huge flags and banners flap in the wind, there is now movement and sound to the structure," she explains. "It's almost as if the *Wyoming* sculpture has come to life. It seems ready to slide down the ways. It has not only transformed the entire campus, but the Kennebec River in Bath as well."

Although the ceremony was the centerpiece of the day's celebrations, there were lots of other activities and attractions that added to the festive atmosphere and kept visitors enthralled.

Talented actors recreated persons who were present at the Percy & Small Shipyard on December 15, 1909, the day of *Wyoming*'s launch. Visitors could interact with Frank Small, his wife and sons, the ship's sponsor Lena Brooks, *Wyoming* crewmen and others.

Many people were fascinated by the shipbuilding demonstrations that were going on across the shipyard, such as blacksmithing, wood steam bending, sail rigging, and others. Dozens took the opportunity to get a view of the evocation from the water and perhaps cool off a bit with a short cruise aboard the Museum's cruise boat *Sequin*.

Hundreds gathered on and around the *Zwicker* pier for the final event of the day, a concert by Maine's own folk duo Schooner Fare.

Because not everyone could attend this important day in the life of Maine Maritime Museum, the center section of this newspaper is devoted to a visual review of the event. But, there is a warning that must go with the photo feature...

"While photos or videos of the now completed structure are impressive, they just can't convey the magnitude and power of this exhibit. You have to see and hear it for yourself to truly understand the power of this installation," Amy concludes.



# A DAY TO HONOR, A DAY TO C

The Percy & Small Shipyard was filled with excitement as the flags were raised on the six masts of the schooner *Wyoming* evocation for the first time.



Photo by Wendy Jung.

*“What a fantastic event! I was very, very impressed, as was everyone I talked with and just passers-by.”* Don Spear – Trustee Emeritus

*“What a gift you have given to all of us who love the Museum, and to all of us who live here in Bath! Thank you.”*  
Elizabeth Knowlton – Innkeeper, Inn at Bath

*“Thanks for a great day Saturday. Thanks for all the wonderful things you do for us and the legacy of shipbuilding.”*  
Deb Oliver – Bath Iron Works and MMM Trustee

*“I found the event, with the band music and the cannons, a most moving ceremony. The process of raising the flags was a very fitting way to honor all those that were involved with the project.”* George McEvoy – Trustee Emeritus



More than a dozen reenactors portrayed key individuals present at the launch of the schooner *Wyoming* on Dec. 15, 1909. The characters pictured are, left to right, shipyard owner Sam Percy, *Wyoming* sponsor Lena Brooks, and Captain Angus McLeod and his wife. Photo by Mike Nutter.



Eight shipbuilding demos, including the ship launch demo, fascinated visitors.  
Photo by Theron Lamm.

# CELEBRATE, A DAY TO REMEMBER



(Center with hand on rail) Mit Twombly, widow of George Twombly for whom the *Wyoming* evocation is dedicated, and her family gather on the bow of *Nighthawk* for a family portrait. Photo by Wendy Jung.



Members of the Kramer and Allan families stood in for former Trustee Ken Kramer, who provided key support for the mast project, to help raise the *Wyoming* banner on the mizzenmast. Photo by Wendy Jung.

*“What an incredible show you put on! My guests loved the whole event.”* Lincoln Paine – Author, historian and new MMM Trustee



Representing Bath Iron Works in raising the Angus McLeod banner are (left to right) Chris Oliver, Clayton Grover, Deb Oliver and Jimmy Cole. Photo by Mike Nutter.



When appropriate, cannon firings are always an essential and exciting part of Maine Maritime Museum celebrations. Of course, for the *Wyoming* masts there were six blasts. Photo by Theron Lamm.

*“I feel honored to have been a part of Saturday’s ceremonies. It was really quite impressive.”* Abbe Levin – Maine Office of Tourism



Carli Morin shows her appreciation for the celebration by choosing to have her face painted with the MMM burgee. Photo by Theron Lamm.



The blacksmith was a popular demo and forecasted next year’s P&S Shipyard addition of a backsmith exhibit.



Rousing music by the Bath Municipal band provided the musical background to the dedication ceremony. Photo by Wendy Jung.

*Additional photos of the celebration can be found in Galleries on the Museum website.*

# Museum Events

## Something for everyone in Summer Events

Maine Maritime Museum provides a wide variety of opportunities for both members and nonmembers to learn more about the maritime culture and heritage of the Maine coast, through educational presentations, guided explorations, hands-on wood and boat-building workshops, and more. All of the following activities take place at or begin at Maine Maritime Museum in Bath, unless otherwise noted.



### Merrymeeting Bay Kayaking

July 13, August 9 & 28, September 7

Visit Museum website for times, locations and fees.

Enjoy guided educational explorations of Merrymeeting Bay and its tributaries in an unusual way – by kayak. Each four-hour trip will explore a different area and topic, narrated by members of a local environmental organization. Equipment provided or use your own. Paddle solo or tandem. No experience necessary. Disabilities accommodated.

### Lecture: From Guiding Lights to Beacons for Business the Many Lives of Maine's Lighthouses

Thursday, July 18 – 6 p.m.

Members \$5; nonmembers \$7

Authors David Richard and Kirk F. Mohney relate the remarkable stories of Maine's beloved lighthouses, from early history and design to their status as icons of Maine's coast to decommissioning and preservation. A book signing will follow the program.

Sponsored by:  [THE HIGHLANDS](#)

### Special Cruise: Beacons of Boothbay cruise



Thursdays, July 18, August 1 & 15, September 5 – 2:30 p.m.  
Members \$40; nonmembers \$45; age 6 to 16 \$25

Explore the harbor island lighthouse on Burnt Island inside Boothbay Harbor and learn about the lives of the people who lived there to maintain the light for mariners, circa 1950. Your cruise to Burnt Island includes water views of four other lighthouses along the way.



### Concert: The Squid Jiggers

Friday, July 19 – 6 p.m.

Members \$10; nonmembers \$15

The Maine-based folk duo of Dave Rowe and Troy R. Bennett combine their talents on guitar, bass, bodhrán and tin whistles to lay down a thunderous musical base for robust vocal harmonies. Kick-off for the Saltwater Celtic Music Festival.

### Wood Island Lighthouse Visit



Wednesday, July 24 – 9:30 a.m.

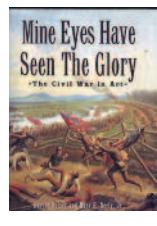
Departs from Vine's Landing in Biddeford Pool  
Members \$30; nonmembers \$35; 6 to 16 years \$25

Step back in time as trained guides lead your

exploration of Wood Island, a 32-acres uninhabited island at the mouth of the Saco River, its stone tower lighthouse, and keeper's house.

Sponsored by: [GENERAL DYNAMICS](#)  
Bath Iron Works

### Lecture: Their Eyes Have Seen the Glory: Art of the Civil War



Wednesday, July 31 – 6:30 p.m.  
Members \$5; nonmembers \$7

In a fully-illustrated slide lecture, author Stephen May examines how the American Civil War and its aftermath were depicted by painters, sculptors and photographers on both sides of the conflict.

Sponsored by: [GENERAL DYNAMICS](#)  
Bath Iron Works

### Lecture: Ocean Station: Operations of the U.S. Coast Guard, 1940-1977

Tuesday, August 6 – 6 p.m.

Members \$5; nonmembers \$7



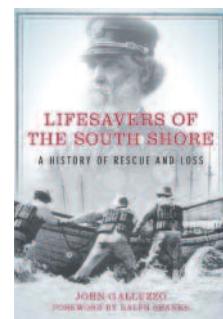
Retired USCG Commander Michael R. Adams relates the often harrowing experiences of patrolling far-flung ocean stations, making weather observations and providing air navigation, communications and search-and-rescue services for mariners.

Sponsored by:  [THE HIGHLANDS](#)

### Lecture: Life Savers of New England

Thursday, August 22 – 6 p.m.

Members \$5; nonmembers \$7



Sponsored by:  [THE HIGHLANDS](#)

### Cockolds Light Station Visit

Tuesday, August 27 – 2 p.m.

Members \$40; nonmembers \$45; 6 to 16 years \$25



The Cuckolds are two rocky islets rising 15 feet above high water in the channel to Boothbay Harbor that wreaked havoc for generations before famed New England lighthouse builder Royal Luther constructed this light. Tour includes beautiful cruising from Bath to Booth Bay.

Sponsored by: [GENERAL DYNAMICS](#)  
Bath Iron Works

### Music Lecture: Nailed to the Mast: Naval Ballads of the Civil War

Wednesday, August 28 – 6:30 p.m.

Members \$5; nonmembers \$7



Musician, scholar, researcher Dr. Stephen Sanfilippo has spent years bringing the music of past centuries alive for audiences today. In this concert and discussion he will feature the music of the men who fought the Civil War at sea.

### Workshop: Traditional Boatbuilding

Mondays, September 9 to Dec. 16 – 6 to 9 p.m.

Members \$450; nonmembers \$475



Students will build a traditional Maine flat bottom skiff during this 3-hour weekly course, from lofting, building the jib, cutting the stern rabbet, spiling the planks and fitting out. No experience needed, but familiarity with shop tools is a plus.

## Lecture: Preserving the Union: The Maine Sailor's Experience



September 18 –  
6:30 p.m.  
Members \$5;  
nonmembers \$7

Navy veteran,  
Civil War his-  
torian and re-  
enactor David

Nelson discusses the naval strategies and actions of the war and how it helped define the esprit de corps embodied by future generations of Navy and Marine Corps service members.

## Seguin Island Light Visit

Thursday, September 19 – 10 a.m.

Members \$45; nonmembers \$50; 6 to 16 years \$25



An amazing adventure awaits, as resident caretakers conduct a tour of the island, its iconic light tower and keeper's house. Seguin Island Light is the highest and 2nd oldest lighthouse in Maine having been commissioned by President George Washington in 1795.

## Vikings Invade Museum Store



Maine Maritime Museum's Education Coordinator and award-winning author Jim Nelson's latest book, *Fin Gall: A Novel of Viking Age Ireland*, represents something of a departure from his previous work, which focused on the maritime history of America. His last four books, all non-fiction, concerned naval action of the American Revolution. With *Fin Gall*, Jim returns to fiction and the swashbuckling excitement that readers have come to expect from his novels. Looking for a good book to read at the beach or in the hammock this summer? *Fin Gall* will not disappoint. Signed copies of *Fin Gall* and most of Jim's other books are available in the museum gift shop, on the Museum website or as Kindle downloads on Amazon.com.

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## Students in Discovery Boatbuilding Program continue tradition of pride & workmanship



Woolwich Central School students who attended the 2012-2013 Discovery Boatbuilding Program queue-up for their opportunity to row their boat. Photo by Nick Locsin

In mid-June over the past 18 years, hundreds of middle-school students in mid-coast Maine have stood before their schoolmates to demonstrate what they have accomplished during the concluding school year as graduates of the Maine Maritime Museum Discovery Boatbuilding Program. As the flat-bottomed skiffs they have built are displayed, launched and rowed about by the students, the pride these young apprentices have in their accomplishments is always evident on their faces and in their words.

This year was no different as two school groups, one from South Bristol School and one from Woolwich Central School, displayed the results of their craftsmanship. Boatshop Manager Kurt Spiridakis submitted the following reports of the two launches.

June 12, 10 a.m. – The rain showers stopped promptly as the first skiff slid off the trailer into the water. Amid cannon fire and cheers from Woolwich Central students and the boat builders' parents, the boats built by the 5th Woolwich class of Discovery Boatbuilding Program students was launched. Fourteen Woolwich students spent five and one half months crafting two "Jeb" skiffs, 12-foot flat-bottomed outboard boats. Both boats were purchased by parents of two of the students,

ensuring the skiffs will stay in the community – and at least two kids will improve on their rowing. Highlights of the launch were the announcement by John W. Everets, Chairman of The Bank of Maine, that the bank's annual sponsorship of the Discovery Boatbuilding Program will be doubled next year, as well as the announcement of Museum volunteer and current boatbuilding instructor Kelly Watt as one of the program's key sponsors.

June 14, 1 p.m. – This day marked the 18th consecutive launch of boats built at the Museum by the entire 8th grade of South Bristol School – 5 students this year. Both boats carried meaningful names for the community and which were chosen by the students. One skiff was named for John Nichols, a longtime school employee who came with the students to the boat shop for the previous five years, and who sadly passed away in November. The other boat was named "Tradition," which was chosen to honor the centuries old tradition of blessing a vessel upon its launch. The blessing was amended this year after the school was threatened with legal action for including a prayer in a school-led function. Many community members and students turned out to watch the ceremony, which included cannon firings, a moment of silence, a student composed song and, as always, boat builders rowing for the first time.

Discovery Boatbuilding is sponsored by:



Nancy and Herbert Burns Foundation  
Town of Woolwich  
Kelly Watt



## Welcome New Members

Alvin L. Barth  
 Peter Beauboeuf  
 Steve Beirne and Kathy Beirne  
 Stephen L. and Jane P. Bishop  
 John Chandler  
 Zoe Ciolfi  
 Robert Coale  
 Charles G. Davis  
 Ted Haffenreffer  
 Stephen M. Haggett  
 John C. Hall  
 Paul and Lynne Hamel  
 Daniel Hankell  
 Mark Holdridge  
 Sally C. Horne and Martin Teitel  
 Louis and Maura LaRocca  
 Michael Lester  
 Jon and Lorna Licher  
 Walter and Patricia Lohotsky  
 Vito Longobardi  
 Sally Maynard  
 Sarah McMahon  
 Jan Moniz  
 Jason Nehrboss  
 Michael and Anne Olivo  
 Neil L. Parsons  
 Lon and Ilissa Povich  
 David and Barbara Roux  
 Stephen N. Sanfilippo  
 Frank and Susan Sessions  
 Steve and Susan Herrick Siu  
 Ron Sullivan and Susan Shattuck  
 Louise Thomas  
 Frank A. Waterbury  
 Chris Wells  
 Lonny B. Winrich  
 Judith Fletcher Woodbury  
 Jennifer Wright

## Supporting MMM with a Planned Gift via a CRUT

by Clifford and Susan Russell

Susan and I learned about the Charitable Remainder Unitrust (CRUT for short) at a very convenient moment. The stock market had been behaving well, and I was about to retire from my teaching and administrative job at Vanderbilt University. We could fund the CRUT with appreciated stock, thereby avoiding capital gains taxes; it would produce a significant tax deduction for the year of its creation; plus, the money we could take annually from the CRUT would supplement our other sources of retirement income as long as one of us was alive.

The same year we created the CRUT I retired, and we moved to midcoast Maine, where we became involved with several good causes. The changes in our activities and interests led us to appreciate another feature of the CRUT: the Trustee has the power to change the benefici-



aries and the allocations of the charitable remainder among them. In our case, Susan has devoted her talents and energy to Kieve-Wavus Education, Inc. and the Coastal Maine Botanical Gardens, while I fell in love with Maine Maritime Museum and have been captivated by learning the challenges inherent in keeping any museum "fresh" while also financially healthy. We both became active in our local land trust, as well.

As our lives and interests have evolved so has the CRUT, and we are both pleased that our planned gifts will make some modest difference in the long term to the midcoast.

## Honor and Memorial Gifts

February 5 – May 16, 2013

### In Memory of Tom Bowler

Capt. Richard R. Arnold  
 BAE Systems  
 Mr. and Mrs. Casey Bahr  
 Mr. and Mrs. James E. Baskerville  
 General Dynamics Bath Iron Works  
 Mr. Brian Baum and Family  
 Ms. Jacqueline Berry  
 Mr. Scott T. Blackburn and Mrs. Barbara Shipley Blackburn  
 Mr. Irving N. Blickstein  
 Mr. Stephen Bonwich  
 Ms. Marietta Bowler and Mr. Brad Elliott  
 Mr. and Mrs. Richard H. Brautigam  
 Mr. John P. Casey  
 Mr. Telemac N. Chryssikos  
 Mrs. Patricia P. Coombs and Mr. Richard A. Coombs  
 Mr. and Mrs. William Crabb  
 Mr. and Mrs. Randy Fortune  
 Mr. and Mrs. Peter J. Gaskin  
 Mr. and Mrs. Jeffrey S. Geiger  
 Gibbs & Cox, Inc.  
 Mr. and Mrs. Robert E. Green  
 Mr. Michael C. Hammes  
 Mr. and Mrs. Frederick J. Harris  
 Mr. and Mrs. Peter Harrison  
 Mr. Erik K. Hayward and Ms. Carrie Duley  
 Mr. Jan Paul Hope

Mr. and Mrs. Robert W. Hull

Col. & Mrs. James D. James, USA(Ret.)  
 Ms. Janice Kauer and Mr. Michael Barndollar  
 Mr. Mark Lamarre  
 Mr. Gerard Lamb  
 Mr. and Mrs. Richard N. Lemieux  
 Ms. Amy Lent and Mr. William D. Lent  
 Ms. Patricia Mackert, Ms. Maysha Nash and Mr. Jacob Stone  
 Mr. Ronald Marchetti  
 Mrs. Arlene Melton  
 Mr. Thomas Melton and Mrs. Pamela Melton  
 Capt. Richard W. Moore, USN (Ret.)  
 Capt. Jeremy Nittle  
 Ms. Deborah A. Oliver and Mr. Chris Oliver  
 Mr. Fred Parker  
 Mr. William Parks  
 Capt. & Mrs. Oliver H. Perry, III (Ret.)  
 Mr. and Mrs. Robert Pierson  
 Mr. and Mrs. Ronald R. Rouse  
 Mr. and Mrs. Clifford S. Russell  
 RADM and Mrs. David Sargent, Jr.  
 Mr. and Mrs. Robert C. Staiman  
 Mr. and Mrs. Gerald P. Stergio  
 Mr. and Mrs. John P. Stone

Mr. and Mrs. Riley V. Stone  
 Mr. and Mrs. Merlin Suggs  
 RADM William G. Sutton, USN (Ret)  
 Mr. James Taylor  
 Mr. and Mrs. Richard H. Tetreau  
 Mr. John C. Thomas and Mrs. Randall Wade Thomas  
 Mrs. Elena D. Vandervoort  
 Capt. Anthony Wayne, Ret.  
 LCDR and Mrs. Raymond P. Weber  
 Mr. Richard A. Wiesen  
 Ms. Joy Wiley  
 Mr. George Leo Winger  
 Mr. and Mrs. James L. Winger  
 Mr. Tim Wood and Mrs. Lani Wood

### In Memory of Malcolm Dick

Mr. Eric Epstein  
 Mr. and Mrs. Rodger K. Herrigel  
 Ms. Kelly A. Miller  
 Morgan Rifle Corps, Inc.

### In Memory Of Thatcher Pinkham

Ms. Jacqueline Berry  
 Ms. Phyllis H. Patten

### In Honor of Chet & Cathy Hopkins 50th Anniversary

Ms. Sharon Parker

# Celebrating Our Business Partners

## R.M. Davis, Inc.

*"It is not the ship so much as the skillful sailing that assures the prosperous voyage."* George William Curtis

R.M. Davis, Inc. is a nationally recognized wealth management firm based in Portland, Maine, that is celebrating 35 years of wealth management excellence. The employee-owned firm is well known for its signature blend of time-tested

investment discipline, coupled with wealth management, financial planning counsel and professional trust services.

Experiencing a continued demand for its services, the firm's President and Maine Maritime Museum Trustee Geoffrey Alexander recently announced the



opening of a new office in Portsmouth, N.H.

"With our expanding client base in the New Hampshire Seacoast and North Shore markets, this move will bring us closer to many of our clients and allow us to further enhance our high-touch client service strategy," Geoff said. "At the

same time, the Portsmouth location will provide new opportunities for growth and allow us to further increase our involvement and support in the local community."

R.M. Davis, Inc. is proud to join the many patrons and sponsors of the Maine Maritime Museum as it celebrates Maine's maritime heritage.

## Support these Business Partners who support MMM

Business names in RED indicate new Business Partners.

### Anchor (\$5,000)

Bath Savings Institution  
General Dynamics Bath Iron Works  
Reed & Reed, Inc.

### Quarterdeck (\$2,500)

Churchill Events  
**The Inn at Brunswick Station**  
Integrated Marine Systems, Inc.  
**Lyman-Morse Boatbuilding Co.**  
Norton Insurance & Financial Services

### Mast (\$1,000)

Allen Gelwick-Lockton Companies  
Atlantic Motorcar Center  
Carl A. Bickford, Inc.  
Chesterfield Associates Inc.  
Cribstone Capital Management  
RM Davis, Inc.  
Downeast Windjammer Cruises  
Hampton Inn Bath  
Holiday Inn Bath  
Intermarine Incorporated  
The Lane Construction Corp.  
Maine Lobster Direct  
North & Company, LLC  
PFBF/Perry, Fitts, Boulette,  
and Fitton, CPAs  
Piper Shores  
WEX, Inc.  
Yale Cordage, Inc.

### Rudder (\$500)

Anchor Capital Advisors LLC  
BEK Inc.  
Best Western PLUS Brunswick Bath  
**Bickerstaff's Books, Maps &c.**  
Cross Insurance  
Great Island Boat Yard  
**Hancock Lumber Company**  
Hap Moore Antiques Auctions  
The Highlands  
J.R. Maxwell & Co.  
Sagadahock Real Estate Association  
Strouts Point Wharf Company  
Thomaston Place Auction Galleries, Inc.  
Thornton Oaks Retirement Community  
UBS

### Galley (\$300)

**A Plus Party Rental Tents & Events**  
Admiral Steakhouse  
Ames True Value Supply  
Androscoggin Dental Care  
Anna's Water's Edge Restaurant  
Atlantic Seal Cruises  
Back River Music Works  
Bailey Island Motel  
Bath Subaru  
Beale Street Barbeque  
**Belle Fete Events & Catering**  
Bert's Oil Service, Inc.  
**The Black Tie Co.**  
Brewster House Bed & Breakfast  
Byrnes' Irish Pub  
The Cabin Restaurant  
**Café Creme**  
**Cahill Tire, Inc.**  
Cameron's Lobster House  
Chase, Leavitt & Co., Inc.  
Cook's Lobster House  
Coveside Bed and Breakfast  
David Etnier Boat Brokerage  
Deborah Randall Fine Art  
DiMillo's On the Water  
DJ's Texas Style BBQ  
East Coast Yacht Sales  
El Camino Cantina  
Fiona's Catering LLC  
Fish'N'Trips Maine-Seguin Island Ferry  
Flagship Inn  
Frohmiller Construction, Inc.  
The Galen C. Moses House B&B  
Gilman Electrical Supply  
Halcyon Yarn  
Harbour Towne Inn  
Hardy Boat Cruises  
Harraseeket Inn  
Henry and Marty  
Hilton Garden Inn Freeport Downtown  
Holden Agency Insurance  
The Inn at Bath  
Kennebек Tavern & Marina  
Kitchen Chicks Catering  
Land's End Gift Shop  
Lie-Nielsen Toolworks

### Lisa Marie's Made in Maine

Local Sprouts Cooperative  
Mae's Cafe & Bakery  
Maine Lobstermen's Association, Inc.  
Monhegan Boat Line  
The Mooring Bed and Breakfast  
Morton Real Estate  
New England Tent and Awning  
New Meadows Marina  
Now You're Cooking  
O'Hara Corporation  
Peter B. Flynn, CPA  
**Plimsoll Mark Capital**  
**Portland Discovery Land and Sea Tours**  
Portland Schooner Co.  
Red's Eats  
Rocktide Inn  
Rogers Ace Hardware  
Sarah's Cafe & Twin Schooner Pub  
Schooner Eastwind  
Schooner Heritage  
Seacoast Catering and Lobster Bakes  
Sebasco Harbor Resort  
M.W. Sewall  
Shelter Institute, Inc.  
Simply Elegant Catering  
Sitelines, PA  
soggy dog designs photography  
Solo Bistro Bistro  
Soule, Soule & Logan  
Spinney's Restaurant, Guest House  
& Cottages  
Springer's Jewelers  
Starlight Cafe  
Taste of Maine Restaurant  
Topside Inn  
Vigilant Capital Management, Inc.  
Wiscasset Motor Lodge  
Woodex Bearing Company, Inc.

### Binnacle (\$100)

**Our non-profit partners**  
The Apprenticeshop  
Big Brothers Big Sisters of  
Bath/Brunswick  
Boothbay Harbor One Design Association  
Bowdoin International Music Festival

### Carpenter's Boat Shop

Casco Bay Council Navy League  
Cathance River Education Alliance  
Chewonki Foundation  
**Cuckolds Light Station**  
Elmhurst, Inc.  
Friends of Merrymeeting Bay  
Friends of Seguin Island  
**Gulf of Maine Research Institute**  
Holbrook Community Foundation  
Hyde Schools  
Kennebec Estuary Land Trust  
Kieve-Wavus Education, Inc.  
Main Street Bath  
Maine Antique Dealers Association  
Maine Built Boats, Inc.  
**Maine International Trade Center**  
Maine Island Trail Association  
Maine Maritime Academy  
Maine State Aquarium  
Maine State Music Theatre  
Maine Ocean & Wind Industry Initiative  
Maine's First Ship  
Maritime Funding Association of Maine  
**Merrymeeting Arts Center**  
**Osher Map Library**  
Portland Public Library  
Sagadahoc Preservation, Inc.  
Sailors for the Sea  
Seacoast Science Center  
Sheepscot Valley Conservation Association  
The Theater Project  
Wawenock Sail & Power Squadron  
Wiscasset, Waterville & Farmington  
Railway Museum  
Yarmouth Historical Society  
Bath Area Family YMCA

Learn more about MMM's Business Partner Program or Corporate Sponsorship opportunities by contacting Randall Wade Thomas at 207-443-1316 x 344 or [wadethomas@maritimeme.org](mailto:wadethomas@maritimeme.org).

## Welcome to New Volunteers

### BIW Trolley Guides

Frank Ball  
Robert Donoghue  
John Heppell  
Tim Sullivan  
Sandra Trebilcock  
Jack White

### Donnell House

Bev Brown  
Hector Casas  
Anne Krebsbach  
Elaine McGee  
Jo-Anita Norman  
Rebecca Roche  
Jody Watson  
Nancy Worthington

### Food Service

Jo-Anita Norman

### Gardening

Anne Krebsbach

### Gallery Docent

Michael Hetzel  
Peg Miller  
David Schulz

### Library

Jim Atherton  
Ed Gilfillan  
Richard Luther  
Ruth Phelps  
Luke Suittmeier

### Sherman Zwicker

Carol Anderson  
George Barker  
Joe Burrows  
Hector Casas  
Dave Goddu  
Dave Mashl  
Jay Pappas  
Dana Sattin  
Wes Seekamp

### Ship Launch Demo

John MacKillop  
Elaine McGee  
Bill Peabody  
Dana Sattin  
David Schulz  
Richard Schwartz

### Shipyard Tour Guide

Michael Hetzel  
John Hochstein  
Wayne Hollingworth  
Griffith Jones  
Dennis Leveille  
Dave Mashl  
Jim McGee  
Ralph Palmer  
John Rivard  
Dana Sattin  
John Trumper  
David Webster

### Welcome Desk

Deanne Baxter  
Bev Brown  
Judy MacDonald  
Jim McGee

### To Be Assigned

Steve Nicolson

## 2013 Volunteer Recruitment Campaign

by John Ross, Recruitment Committee Chair/Volunteer Council Representative

Maine Maritime Museum, like other nonprofit institutions of its kind, relies heavily on volunteers to fill greeter, docent, and tour guide positions as well as to augment other activities of the permanent Museum staff such as the museum library, collections, maintenance and certain administrative support tasks.



Thanks to the influx of new Volunteer Docents for Donnell House and the return of veteran Docents the exhibit will be open 7 days a week during the 2013 tourist season.



Volunteers for the Ship Launching Demo Tank/ Sherman Zwicker take a moment from training time to pose for a group photo.

das for the recruiting events. The idea was that if a venue and effective program existed for recruiting purposes, it would be easier for current volunteers to consider attending and bringing guests – who, after learning more about MMM, might be interested in volunteering. Eight such events were held and the results have been quite impressive.

Forty-four new Front Line volunteers came aboard as Percy & Small Shipyard Tour Guides, Donnell House Docents, Sherman Zwicker/Ship Launching Demo Docents, Gallery Docents, Greeters and BIW Tour Guides – with the largest number, 14, signing up to be P&S tour guide volunteers. Bill Bushnell, who with Dave Crump heads up our P&S tour guide training program, recently commented that they have never had such a large class of volunteers. During this period we also attracted five new library volunteers.

I believe several compo-

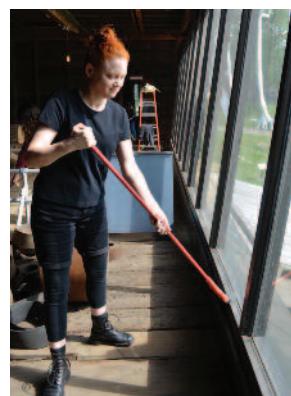
nents attributed to the 2013 recruiting results, among them: MMM's reputation in the community; the well-organized recruiting party format that provided a great insight into the volunteer program; the staff and volunteer support for these events; the recruiting materials that were distributed by the Volunteer Council to libraries, post offices, retail establishments and real estate offices; strong communication about the events to current volunteers; and the spirit of volunteerism in our local towns.

Thanks to everyone who made our efforts successful.

*Note: John is active as a Percy & Small Shipyard Tour Guide and represents them on the Volunteer Council.*

## Notes from the Volunteer Office

by Ann S. Harrison



Ruth Phelps, a first year volunteer at the Museum, sweeps away some of the dust that had collected along base of the large windows in the Mill.

Below I have attempted to highlight a few of the larger projects that the Volunteer Staff have accomplished just since the last *Rhumb Line* was published, but it is by no means a complete list. If your name or project is not included know that your contribution is no less important or less appreciated.

Because recruitment of new Front Line volunteers was such a key strategic imperative, I must thank our volunteer recruiting staff headed by John Ross, with the assistance of Chet Hopkins, Mark Curry, Mary Earl Rogers and Mary Weinberg for an incredible job. Thanks also goes to all those who brought friends and neighbors to the recruitment parties to learn more about MMM.

Of course, all those new volunteers had to be prepared for their new roles, so a tip of the hat to our trainers: Dave Bellows, the staff at BIW who worked with Mark Curry, Richard Spear, Ken Crocker, Bill Bushnell, Dave Crump, Jim Wilkes and Ray Hender, and to the volunteer staff for attending and participating in more than 60 hours of volunteer training. I would be remiss if I failed to thank those members of the regular Museum Staff who helped in the training as well – Nathan Lipfert, Barry Craig, Matt Williams, Randall Wade Thomas and Janice Kauer.

Many thanks go to Chet Hopkins and Tony Norman for their perseverance in building a new model schooner and creating new ways for the Ship Launching Demo tank. She'll make the yard proud for years to come.

Turnout for the spring Quartermaster's Day was the largest in many years. More than 100 Volunteer and Museum staff members gave up the first beautiful spring day of the year to help prepare the Museum and grounds for the summer season. Thanks to all who participated and a very special shout out to those new volunteers who spent the day with us.

# Volunteer Viewpoint

## My Favorite Artifact

by Richard Spear

With some 50 years of experience carving wood, I naturally turn to the two large sculptures in Sewall Hall when asked about my favorite MMM artifacts. Perhaps by comparing the weathered *Cora F. Cressy* trailboards with that great gilded eagle stern board above them, I can shed some light on a minor mystery: Why is there no physical evidence that the magnificent bird was ever mounted on a ship?

Until after the mid-nineteenth century, American sailing vessels sometimes sported elaborate carved decorations about the windows on their sterns. An outstanding illustration of this is MMM's own 1849 daguerreotype of the stern of the Bath ship *Tempest*. (See *Maine and the Sea: 50 Years of Collecting at Maine Maritime Museum*, p. 41.) In this dynamic relief King Neptune drives a four-horse chariot across the waves, an image right out of "Vergil's Aeneid," a favorite Latin textbook of the time.

Furthermore, those ships that sailed to foreign ports trumpeted their American nationality with carved and brightly painted eagles, flags, and other patriotic symbols. When we look at the stern board in Sewall Hall, however, its imagery is a festival of fruit and flowers; our eagle poses amidst a dignified celebration of commercial prosperity. This treatment of our national symbol, so different from the usual exuberant nationalism of the traditional stern board eagle, surely merits a second look. And where did his distinctive imagery come from?

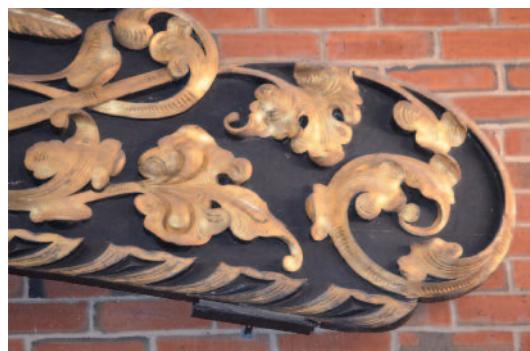
Its fine detail suggests to me that this pattern originated in an intricate engraving whose elegant lines were not suitable to be reproduced in three dimensions for life on the stern of a ship. Such allegorical visions of prosperity were not unusual on bank notes, printed document forms, and commercial letterheads a century-and-a-half ago.

Although our stern board is admirably reproduced in *Maine and the Sea* (p. 97), I would challenge any reader to identify the eagle's head without having to make a conscious effort to do so. The next time you are in Sewall Hall, try to make out the original head without squinting and perhaps repositioning yourself to do so. On the other hand, the principal feature of more traditional stern board designs is understood effortlessly from a considerable distance – and recognition, after, all, was its purpose.

The *Cora F. Cressy* trailboards (1902) may be several decades younger than the Sewall Hall stern board, but a close comparison of their stylized foliage with the delicate leaves at the ends of the stern board is revealing. The trail boards lack the sharply projecting edges of leaves and the attenuated stems on the stern board. Though hardly less graceful than those leaves and stems, the foliage of the trailboards is molded to avoid vulnerable edges and is generally more robust. Seventy years of exposure to the weather has somewhat marred them without erasing their beauty.



The lines of the carving on the trailboard of the *Cora F. Cressy* are molded to avoid vulnerable edges.



The vulnerable leaves and frail volutes of the stern board resemble the lines of a fine engraving.

Their carver may not have been so accomplished a master of the art as the creator of the stern board, but his work is more true to American ship carving tradition.

With consummate skill, the stern board carver met challenges posed by his engraved pattern. If he understood how slight a chance of long survival his masterpiece stood at sea, he

did not impress his doubts upon the patron who had set his task. However, I can imagine the reaction of a seasoned captain when proudly shown this stern board in the craftsman's shop. Passionately concerned for the shipshape appearance of his vessel, the skipper might well explode, "How the hell am I supposed to find the man and the money to fix that damn bit of gingerbread after a rough voyage?"

While the stern board's frailty and its illegibility when seen from a distance may not necessarily account for its present pristine condition, this seems likely to me. Obviously there could be another explanation, and one can only hope that the carver was paid for his excellent work.

*Note: Richard is both a Percy & Small Shipyard Tour Guide and a Gallery Docent, and works with students in the Museum Boatshop. He is also an accomplished wood carver and during the summer season sets up shop every Monday in the Mould Loft, where he engages visitors while demonstrating his carver's skill.*

## Why I Volunteer

by Dennis Youland



Maine Maritime Museum's unique Trolley Tours of Bath Iron Works first caught my eye when I saw the trolley go by while at work. I got to thinking that with almost 45 years at BIW, I should have a lot to offer. A quick phone call and a visit got me on board the trolley.

I have always been a volunteering person – Woolwich Fire Department for 16 years, Woolwich Emergency Preparedness group for 14 years, youth bowling coach for 15 years and the Woolwich Planning Board.

Stepping up to the plate for MMM's BIW Trolley Tours seemed like a natural. My passion for shipbuilding, my immense pride in BIW and the love of the museum all clicked easily into place.

It gives me great pride helping the Museum to be successful with the ever popular tours.

## A Moonlight Cruise on the Kennebec

Annual Volunteer Cruise

September 12, 6-9pm

6pm-9pm

Depart & return from MMM

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# The Puzzler

## Who are these early 20th century Immigration Service employees?

by Nathan Lipfert, Senior Curator

Although some things are known about this photo, perhaps someone can actually help identify the men pictured. The photograph was a 1996 donation from Dr. Charles E. Burden, who picked the photo up in a flea market or antique shop.

The photographer is identified as Maynard D. Hanson of Portland, Maine, who was in business there from at least 1896 to 1929. Someone with a better collection of Portland city directories might be able to nail it down more precisely.

The men in the photo are all wearing hats marked "U.S.I.S." – United States Immigration Service, so they are federal employees. They are posed on Mr. Hanson's rather cheesy "wharf" studio set.

The hats of the three men on the left of the photo identify them as INSPECTORS. The man standing on the right is an INTERPRETER. The hat of the seated man on the right is tilted so that his position cannot be read.

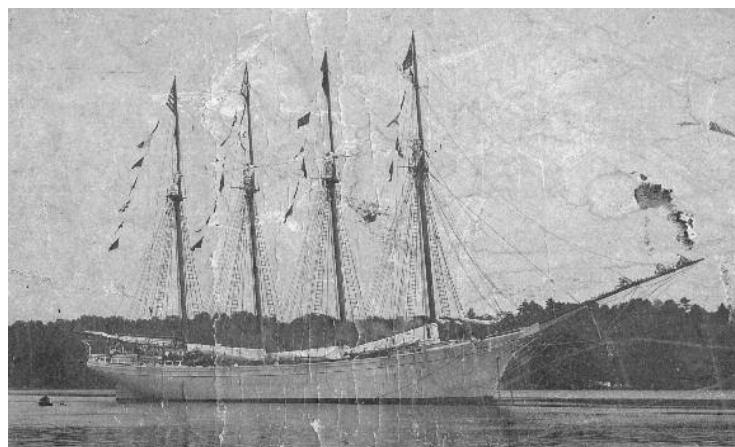
The photo is a nice reminder of the days when many immigrants arrived at Portland by ship. Can anyone put some names to these faces, or a more precise date to the photograph? If so, please contact Senior Curator Nathan Lipfert at [lipfert@MaritimeMe.org](mailto:lipfert@MaritimeMe.org), or 207-443-1316 ext. 328, or by mail.

## Unsolved, for now

Only one suggestion was offered for the identification of the four-mast schooner in last issue's Puzzler. Richard B. Reisdorf of Mankato, Minnesota, an old friend of the Museum, thought it might be the *Helen B. Crosby* (1906) or the *Maude M. Morey* (1917), both built in Bath. Both names end in Y, one of the facts discernible from the photo.

However, the *Crosby* appears to have had a dark hull throughout her career and to have had an open railing forward all the way to the mainmast. The *Morey* had a light-colored hull as does the mystery schooner, but no trail boards like those visible in the photo. *Morey* also had a midship house, missing on the pictured ship. Other little details eliminated the *Morey* as well, but the strong similarities prompted a check of all other four-masters by *Morey*'s builder, Gardiner G. Deering. Alas, the investigation proved futile – as there was always some little, or not so little, difference.

Then another clue perhaps – the mystery schooner has old-fashioned anchors with stocks, the cathead and the sheathing boards



to protect against the flukes are visible.

Not easily deterred, I started going through the list of all four-mast schooners, digging out pictures of every one that ended in Y. Eventually, the search led to the boxes of four-master photos of the Capt. W.J. Lewis Parker collection. Pulling every file with a name ending in Y led to regular periods of excitement, with some possible results.

One possibility is *Frederick W. Day*, built in 1901 by Kelley, Spear Co. for F. J. Hinckley of Bath, assuming she might have had her bowsprit painted slightly differently at some point, and that there might be some reason that an after coach house for the after cabin can be seen in her photo but not in the mystery photo. Another possibility is the Canadian schooner *Letitia L. McKay*, though there is no really good photo of her in the collection for comparison.

So, this Puzzler will have to be labeled – UNSOLVED...for now.



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